

CONFIDENTIAL

CLASSIFICATION

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25X1A

COUNTRY Soviet Union

REPORT NO. [REDACTED]

TOPIC Radio Station and Airfield of KOMUNARKA, Moscow Oblast, Moscow MD

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DATE OF CONTENT December 1945 to December 1947

DATE OBTAINED 25X1

DATE PREPARED 9 August 1949

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This document is hereby regraded to
 CONFIDENTIAL in accordance with the
 letter of 16 October 1978 from the
 Director of Central Intelligence to the
 Archivist of the United States.
 Next Review Date: 2008

Document No. 8

NO CHANGE in Class.

 DECLASSIFIED

Class. CHANGED TO: TS

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

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1. A military radio station was located near the collective farm of KOMUNARKA, 15 miles southwest of MOSCOW, 6,600 feet east of the MOSCOW-TULA road. This radio station comprised a three-story and 2 two-story buildings and several masts (steel structures) with 2 or 3 T-shaped antennas. Other masts, each 6 to 7 feet high, had dipole antennas on top. Fellow PWs assumed that this station was a DF station, since the daily planes observed flew with marked accuracy over the village of KOMUNARKA.

2. An airfield was under construction, presumably north of KOMUNARKA and north of the TULA-MOSCOW road. Several trains, each of 15 RR cars, arrived daily on the RR spur track in late 1947, a total of 25 to 30 trains being counted. These RR cars contained perforated steel plates (7 feet x 15 to 20 inches), which were unloaded and trucked on the asphalt road in the direction of MOSCOW. From the short time the trucks were absent for unloading the plates, it was concluded that the unloading point was not far off. Fellow PWs (former air force soldiers) assumed that the plates were very probably used for the construction of an airfield.

3. [REDACTED] Comment:

a. Another source [REDACTED] confirmed the existence of an airfield near KOMUNARKA and its occupation by fighters and trainers.

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b. A third source [REDACTED] confirmed the unloading of perforated steel plates (8 x 1.5 feet) as used for the construction of runways.

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c. For lack of details concerning the equipment of the buildings of the radio station, it cannot be judged whether the mentioned dipole antennas can be utilized for radar picket purposes.

d. The arrival of metal plates for the construction of a taxiway or runway is confirmed by observations covering a period until August 1943.

e. The observed fighters and trainers again indicate that a pilot school, probably a fighter pilot school, is located there.

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